

coronation by publishing a most important uk
which contains an amnesty and lays the foundation

part, directly, or indirectly, in the war. Freedom from military service for four years was granted the empire. A most equitable assessment of poll tax. The Emperor accords an amnesty to the political offenders of 1826 and 1831. All the Jews of the empire are freed from the special burden of the reconversion of their places. The children of the reconversion were brought up by the State, and as such for part hitherto of the army, in which they were bound to serve as soldiers, are all restored to their relations.

TUESDAY MORNING, 8 A. L.

Yesterday there was a parade of the Guard at 10 o'clock, in the Kremlin, and a levee and presentation

mid-day. There was also a State ball on a very grand scale at the palace. The Emperor received the Am

The Burning of the Steamer Niagara on Lake Erie.

ADDITIONAL PARTICULARS.
[From the Chicago Press, Sept. 27.]

Captain Miller, of the steamer *Niagara*, of the Great Lakes, arrived here yesterday morning, by the state Arctic, from Ouzankee. Captain Miller made his first trip to Ouzankee, and brought back a large number of beaver up the light boat before he was asleep at the time the fire broke out, and was not wakened in time to save the beaver. He was taken from a lifeboat by the state Arctic, and pushed it below.

The mate was a poor fellow when the fire broke first, and he was the second to the quarter deck to land the boats, but was the wheel when the boats were launched. With the assistance of passengers he launched one of the gun boats, which was the only one saved, and which was towed by the state Arctic.

Four children of the heroic Mrs. Chalmers were saved in this boat. The first that Mrs. Chalmers, and the oldest boy landed at the shore, and the other three were on the *Niagara*, wife and two children, of Westport, Rich Lake, were also saved in this boat.

The *Niagara*, which if it had been properly launched and handled, could have saved every person on board. One of the life boats

[illegible][illegible][illegible]

fore the passengers bount to Green Bay were frequently obliged to take passage on the Chicago boat, but were told that if they got off at Green Bay, they would have to pay two dollars and a half refunded to them on their delivering up their tickets to Green Bay, or to be landed at any port on the west shore of Lake Michigan. This was a very serious matter, and created a great deal of dissatisfaction with those people who did not understand scandalous matters, and have no sympathy with those who would have them reward them to the place to which they had paid to go. I answered has always been that we were only paid fares and had to go by instructions, etc., but as it usually was the case that those who were not satisfied with grumbling, and a supposition on the part of those grumbling that it was the officers of the steamer who were to blame, I thought it best to explain that it was the part of the whole line; but those who really understood the matter of course never attached any blame to Chicago line.

Two or three days later, on leaving Collingwood, we were quite a number of those dissatisfied ones, and while sitting at the dock, the steward, Mr. Clark, found in talking to his clerk, the following letter, and handed it me—

Look: *Criti-Save yourself: the boat will be burned to nothing in less than five hours; we have made ample preparation to take care of ourselves.*

(Signed) **A. FARRIS**

I immediately called the engineer, Mr. Leonard into my room, showed him the letter, and also Capt. Dock, of the Chicago line, who was on board. We were all so concerned to meet a strict watch, but yet without abating any signs of alarm. My wheelmen were constantly on the alert, and I was not without some suspicion that they intended them to suspect any person. Every four hours, I went down to the engine room, and the watchmen were always there, and we thought nothing further of the matter.

Now I am confident that the boat did not take fire.

from the machinery, nor from the boilers, as every-
thing of her fire hold was free proof. My opinion is, it
was not a boiler explosion, but a gas explosion, under the
shells, but the nature of which we were unable to
tell, as packages frequently come so designed that
one cannot tell what they are; and that must have been so
in this case. The gas must have been ignited by a
flame almost instantly; and when that discovery
was impossible to evade it.

I cannot at present write more, as I am now on
my way back to the city, and return to the wreck, my
hike is more necessary.

FRED. MILLER,
Late Master Stevens' Niagara.

[From the Milwaukee American, Sept. 27.]

The brig White Cloud, of Milwaukee, was wrecked
Tues day afternoon, having on board the body of a
man, on whose person was found the following paper:—

FUTURIST DISTRICT, BLACK RIVER CANYON.

This certifies that Polly Kennedy has, Sept. 16, 1866,
a member of the Methodist Episcopal church of this city,
been absent from her usual place of worship, and
is not at present at home.

At 10 o'clock the balance due K. Kennedy, on notes
was paid. MONROE KENNEDY.

A coast was also picked up by the White Cloud,
was light colored, with dark lining, and the dealer's
on the collar. The body and coat were picked up
union of Fort Washington. Large quantities of the fire
was also picked up.

The brig Burns, of Milwaukee, and the San Har-
Chicago, were near the spot, where the Niagara
when the White Cloud left, with their boats out, and
the water, the Burns, the Niagara, and the
arrive in Milwaukee to day.

A wreck of a vessel was discovered about two m-
from the spot, with a person on a plank in the effe-
the water, and the vessel was not seen again.
from another vessel near by rescued the sufferer. W-
he was one of the Niagara's passengers, or helpe-
to the vessel which must have been built during the
the vessel.

Mr. Jerome, to whom we are indebted for the ab-